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25X1	TO : THRU FROM :	DATE: LE Jamesey 1953	
	SUBJECT:		
25X1A9A		1. Attached is a suggested Correct Support Mesorendum entitled, The Chinese Communist Aircraft Industry. This memorandum was prepared by	
		2. Except for material dealing with AN-2 production at Nanchrug, this memorandum has been coordinated with the  AN-2 production has been informally discussed with	25X1 25X1
25X1 25X1A	9A	NSA review completed	23/1

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The Chinese Communist Aircraft Industry: Communist China, with fowlet assistance continues to make progress in its efforts to develop an indigenous aircraft industry. Possibly the high point to date was the claim on 1 July 1957 by Po I Po, Vice Premier and head of the National Because Commission, in his report to the National People's Congress, that the Chinese were mass-producing jet aircraft. While this is not believed to be strictly true, the achievements recorded by the Chinese to date are considered impressive.

Although the following claims are

the Chinese Communists: In July 1954, the Chinese claimed completion of their first native built siremaft; 2/ in June 1956, their first turbojet engine; 3/ in September 1956, their first jet aircraft; 4/ and, in Angust 1957 it was asserted that 11 native produced jet fighters were exhibited at the 30th anniversary of the Chinese People's Libera-

Lion Army. 3/
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The Chinese sireraft industry is located for the most part in 3 geographical centers, the Mukden (or Shenyang) area, the Sian-Heingping-Paochi complex, and the Shangimi-Mancheng-Manking triangle.

Manden is the probable location of four aircraft plants: Airframe

Plant Nos. 112 and 111, and Aero-engine Plant Nos. 410 and 119. Air
frame Plant No. 112 is located on the site of a former Japanese Munchurian

Aviation Company Plant and is reported to be large and modern installa-

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25X1		Rither Plant No. 119 or No. 410, in

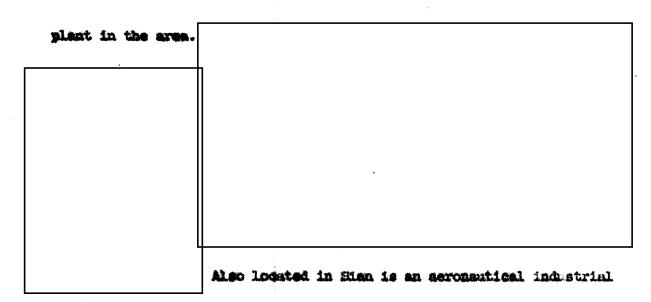
the Ta Tamp sector of Makdam is reported to be producing some 10 turbojet engines per month. 6/ However, it is believed that the activity at this plant is primarily the essembly of Soviet built parts into completed engines.

The Sian area has shown a rapid expansion of facilities capable of participating in the aircraft production program. For this reason it is believed that the Sian complex may eventually be the most

significant aircraft production center in China. Initially, information

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received in 1956 indicated Chinese plans to build at least one sircraft.



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school that could be used in the training of prospective aircraft techniques.

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it was announced on 24 Becomber that the Chinese Communists had produced a civil transport, the AM-2 (Colt) on a trial basis. 11/ The aircraft, according to an official of the "temporary state commission," passed extensive tests and met state specifications. With the production of this test aircraft in late 1957, it is believed that the Chinese will begin domestic series production of the Colt in early 1958.

There is considerable information to suggest that the Chinese have been engaged in production of the MEG-17 since 1956. Pertinent to this activity is the comment of Po I Po that his country was mass producing jet aircraft. Whereas this is probably ostensibly true, it is estimated that rather than production per se, the activity should be described as

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assembly operations, i.e. the assembly of Soviet manufactured fuselage, wing and tail assemblies, rather than Chinese fabrication of these assemblies. It is believed that the USER was supplying major MIN-17 components to China, and they are being assembled into completed MEG-17's in a China plant. This conviction is based not on firm intelligence, but rather on an estimate that insufficient time has been available to the Chinese to reach such an advanced stage of technological levelopment. It is thought that the Chinese reached a sufficiently advanced level of technological development to enter actual series production of the MIN-17 by late 1957 at the earliest. Even then the Chinese probably remained dependent upon the USSR for some components and technical support. This dependence should continue for a significant length of time. The series production of the MIG-17 probably takes place at Airfrens Flant No. 112 lecated in the Pei Ling district of Mukden. This plant is believed staffed with Seviet production specialists and Chinese technicisms trained in the Soviet Union.

There is now a large balk of evidence to support the development

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of an integrated domestic aircraft industry. What the character of this industry will eventually be is not known although it is believed it will be oriented toward the production of trainer, fighter and transport aircraft designed by the USSR, at least in the early years. It should be pointed out, however, that the Chinese Communist progress toward achieving their goal of a completely integrated aircraft industry will be largely determined by the degree of assistance received from the USSR.